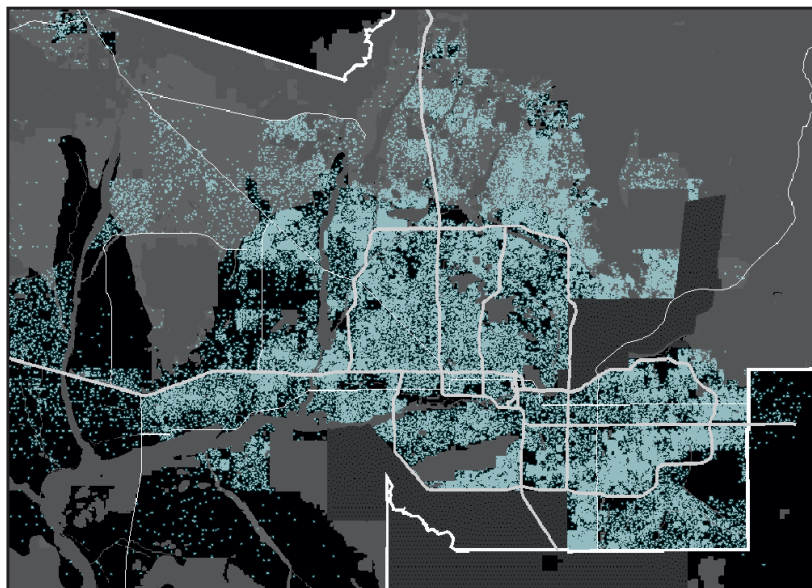


Mobility for the New Millennium:

MAG Embarks on Major Transportation Planning Process

"Everyone who got where he is had to begin where he was."

-Robert Louis Stevenson



Computer simulated map showing projected residential growth in Maricopa County by the year 2040.

The Maricopa Association of Governments (MAG) is embarking on its most significant transportation planning effort in 40 years.

Although MAG updates its 20-year Long Range Transportation Plan every year, the Valley is on the verge of seeing the entire regional freeway system completed. With the Valley's rapid growth, MAG believes a more comprehensive review is needed to analyze transportation trends and define future goals.

"The type of plan we are talking about hasn't been done since Wilbur Smith and Associates

completed the Phoenix Urban Area Major Street and Highway Plan in 1960," said MAG Executive Director James M. Bourey. "That plan virtually laid out the regional freeway system that we have today. We believe that now is the time for us to undertake an in-depth analysis of future transportation needs, and to develop a solid policy foundation for transportation infrastructure decisions that will provide direction over the next forty to fifty years," he said.

The Regional Transportation Plan will replace the current Long Range Transportation Plan as the policy framework that

directs major transportation investments in the region. The plan will be developed in two phases over a two-year period. Phase I will focus on defining policies, goals and objectives; Phase II will identify major improvements and corridors.

Bourey said that before the new transportation plan can be developed, it is critical to examine some of the underpinnings of the region that will affect travel behavior in the future.

"By 2040 the Valley's population is expected to have grown to more than six million people.

Transportation Plan cont. on page 4

INSIDE
this issue

From the Chair	2	Park-and-Ride Lots Sited	6
Regional Council Retreat	3	Mid-phase Input Opportunities	7
Regional Transportation Plan	4	Homeless Funds	8
Chandler's First Freeway	5	Elderly Mobility Initiative	9
9-1-1 Coordinator Retires	5	Employee Going Strong at 80	10
Loop 303 Alignment	6	Associates Provide Outreach	11



**Phoenix Mayor
Skip Rimsza**

From the Chair

As I recently prepared comments for the Regional Council Retreat, I thought about what a challenge it is not only to serve as a mayor and address the complex needs of a city such as Phoenix, but also to carve out time for the bigger picture needs of our entire region.


“We all have the power to control our local destinies. But if we work together, we can also shape our shared region.”

Of course we all need to pay attention to the citizens who elect us. But if we fail to also focus on the needs and issues of our neighboring cities, we miss our opportunity to define the forces that create a regional foundation for regional prosperity.

It might seem good enough to take care of our own cities and then bind our individual plans

together into a fancy book and call it our regional plan. But the best laid plans for each city – although perfect for each city – won’t automatically result in the best region. At the same time, what is good for one community may very well be of enormous benefit to the rest of us, if we are unified in our efforts. One good example that comes to mind is the record amount of funding this region received for homelessness planning.

Last year, MAG was asked to spearhead a year-round planning process and to take responsibility for the unified application process. The result? The highest funding awards for homeless services ever received. This is a scenario that could be played out in many other arenas. We all need to pause long enough to consider how we might benefit from a regional approach.

We all have the power to control our local destinies. But if we work together, we can also shape our shared region. That is why I was especially pleased with the suggestions that came out of the Regional Council Retreat. Expanding participation in MAG, developing a regional plan review process, and exploring the possibilities for regional revenue sharing are all excellent regional objectives that can lead to true regional stewardship. I applaud my colleagues for recognizing our big-picture responsibility, and for reminding us all to keep the regional hats we wear on pegs that are very close at hand. 

Skip Rimsza
Mayor of Phoenix
Regional Council Chairman

James M. Bourey
Executive Director

Kelly Taft
Editor

Gordon Tyus
Graphic Design

MAGAZine is a quarterly newsletter of the Maricopa Association of Governments. It focuses on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, (602) 254-6300.



REGIONAL council members

- ◆ **Mayor Skip Rimsza** Phoenix, *Chair*
- ◆ **Mayor John Keegan** Peoria, *Vice-Chair*
- ◆ **Mayor Jay Tibshraeny** Chandler, *Treasurer*
- Mayor Ron Drake** Avondale
- Mayor Dusty Hull** Buckeye
- Mayor Edward C. Morgan** Carefree
- Mayor Vincent Francia** Cave Creek
- Mayor Jose “Roy” Delgado** El Mirage
- Mayor Sharon Morgan** Fountain Hills
- Mayor Chuck Turner** Gila Bend
- Governor Donald Antone** Gila River Indian Community
- ◆ **Mayor Cynthia Dunham** Gilbert
- Mayor Elaine M. Scruggs** Glendale
- ◆ **Mayor William Arnold** Goodyear
- Councilmember Margarita Garcia** Guadalupe
- Mayor J. Woodfin Thomas** Litchfield Park
- Supervisor Andy Kunasek** Maricopa County
- Mayor Keno Hawker** Mesa
- Mayor Edward F. Lowry** Paradise Valley
- Mayor Wendy Feldman-Kerr** Queen Creek
- President Ivan Makil** Salt River Pima-Maricopa Indian Community
- Mayor Mary Manross** Scottsdale
- Mayor Joan Shafer** Surprise
- Mayor Neil G. Giuliano** Tempe
- Mayor Adolfo Gamez** Tolleson
- Mayor Larry Roberts** Wickenburg
- Mayor Eugene Russell** Youngtown
- F. Rockne Arnett and Dallas Gant** Arizona Department of Transportation
- Bill Beyer** Citizens Transportation Oversight Committee
- ◆ **Executive Committee Members**

Retreats Help Define Regional Agenda

Broadening participation in MAG, exploring a regional review process for city general plans and major plan amendments, and looking at how cities might share regional revenue were among the issues of consensus to come out of recent retreats attended by city managers and Valley mayors.

The retreats, held in December and January, provided an opportunity for regional leaders to look at evolving trends in the region and to discuss priorities for the coming year.

The retreats began with a presentation called "What Are We Leaving Our Grandchildren?" an overview of projected conditions in the year 2040. For example, in 2040, the Valley's population is expected to be more than six million. The ethnic makeup will change, and as baby boomers age, about 1.6 million people will be over age 60.


In the transportation arena, the number of daily vehicle miles traveled will grow from 67 million miles to 175 million, and congestion is expected to triple. Attendees also learned that if current general plans continue to guide growth, the Valley will have 13 million people at "build-out," when all currently allowed development is complete.

A guest speaker at the Regional Council retreat was Jon Talton, a business columnist for the Arizona Republic newspaper. Talton told

the group that large-scale, mass-production urbanization crowds out other ideas, and advised the mayors to look at ways to attract higher-wage, quality jobs.

Recognizing the need to address these changing demographics on the regional level, both groups agreed that efforts should be focused on fostering regional cooperation. They additionally agreed that one way to achieve this goal was to unite with a broader spectrum of the community, including the private sector. The Regional Council members asked MAG staff to look at ways to include members of other public and private sector participation in MAG.

The groups also discussed ways to develop a regional review process, in which city plans would undergo a review to determine their regional impact. Finally, the groups discussed the possibilities for regional revenue sharing, especially along city borders, where developers often pit cities against each other by threatening to take projects elsewhere unless they are given incentives.

Suggestions made during the retreats are expected to be brought forward as recommendations during the regular meetings of the two groups. 



Regional Council members listen to presentations outlining projected conditions in 2040.

Coordinating Councils Key to Domestic Violence Effort

Local governments dedicate significant resources of police, fire, prosecutors, social services and courts to domestic violence. Bridging the gaps that sometimes exist between these separate agencies is a top priority of the MAG Domestic Violence Council. The best way to provide that bridge, according to the Council, is through the establishment of local coordinating councils.

The local coordinating councils will work to enhance reporting and communication procedures between local providers of domestic violence services, leading to a more cohesive and coordinated response.

The Council has created a training guide and is sponsoring a two-day training workshop in early February to help local jurisdictions around the state develop their own local coordinating councils. For more information about the training sessions call (602) 254-6300.

Additional information about the MAG Domestic Violence Council efforts can be found on the MAG Web site at: www.mag.maricopa.gov/dv/index.html

Regional Transportation Plan (continued from page 1)

How will we accommodate this increase in people and thus in travel?" he asks. "Meanwhile, as baby boomers begin to age, the Valley's elderly population will increase, creating additional demands for transportation services that accommodate seniors. We'll see advances in technology that will influence how and where we work. These and other changing demographic trends could have a significant effect on the types of transportation systems needed in the future," he said.

To launch this major planning process, MAG is hosting a kickoff dinner on February 22, 2001. The keynote speaker for the event will be Anthony Downs, Senior Fellow of the Brookings Institute and a nationally-recognized author and expert on urban policy, metropolitan planning, urban sprawl and demographics. (For more information about the dinner, see inset.)

KICKOFF DINNER

When:
Thursday,
February 22, 2001
5:30 p.m. Reception
6:30 p.m. Dinner

Where:
Phoenix Airport Marriott
1101 North 44th Street
Phoenix

Cost:
\$35/person, seating is
limited.

RSVP:
Please make
reservations before
February 16 by calling
(602) 254-6300

To jump-start the dialogue exploring these trends, MAG has scheduled five half-day Expert Panel Forums to examine issues facing the region over the next 40 years. The forums will be hosted by national and local experts and will focus on five key areas (listed below). All forums will be held from 8:30 a.m. to 12:30 p.m. at the Arizona Historical Society in Tempe, 1300 North College Avenue, on the dates indicated:

- *Demographic and Social Change*
Friday, February 23, 2001
- *New Economy*
Friday, March 2, 2001
- *Environmental and Resource Issues*
Friday, March 9, 2001
- *Land Use and Development*
Friday, March 23, 2001
- *Transportation Technology/
Modes of Travel*
Friday, March 30, 2001


The forums are expected to generate a series of white papers on the key challenges identified in each of the five subareas, and their potential impacts on transportation planning, policy, funding and demand.

"A key component of the new Regional Transportation Plan will be to establish performance criteria by which transportation investments can be measured," said MAG Transportation Manager Eric Anderson. "This will make it easier to identify those projects which will provide the most benefit to mobility in the region."

A comprehensive public involvement program is also planned for the process. Public outreach opportunities will include a series of focus groups held in cities around the Valley, with additional focus groups geared specifically for minority communities.

A public attitude survey will be conducted in May to determine issues of greatest concern to residents. Additional activities will include the distribution of a quarterly newsletter, public meetings and participation in other regional meetings.

"This process is already generating a lot of excitement about the future of transportation in the Valley," said MAG Executive Director Bourey. "When you stop to think that we are crafting the policies and infrastructure that will be used by our grandchildren and great-grandchildren, you realize what an awesome responsibility we have. That's why we are tapping into the best national and local talent available, and why we are taking this charge so seriously."

MAG will work closely with the Arizona Department of Transportation and Regional Public Transportation Authority throughout the process. Other partners include the Greater Phoenix Economic Council, Greater Phoenix Chamber of Commerce, East Valley Chambers of Commerce Alliance, and WESTMARC (Western Maricopa Coalition). 

Chandler Gets First Freeway Segment


Bands played, kids whizzed by on rollerblades, parents pushed balloon-laden strollers, teens munched hot dogs. “Picnic on the Price” was a grand celebration marking the opening of a four-and-a-half mile long stretch of the Price Freeway between Guadalupe and Frye Roads.

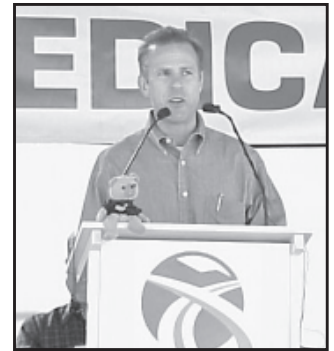
For the City of Chandler, the grand opening meant much more than just the pouring of pavement that will make commuting faster and more convenient. The segment brings the first freeway miles ever into the heart of Chandler, and with a projected 80,000 vehicles per day, opens the way for trade directly into Chandler’s growing commercial area.

“This will be a great time-saver for us, but it is also a great boost to our economy,” Chandler Mayor Jay Tibshraeny told the crowd of 7,000 people who turned out for the celebration. “The mall being built behind me is perhaps the most telling evidence of what a freeway can achieve. That mall would not be under construction without the access a freeway brings. Now look north, where we can see in the distance projects like the Santan office center and University of Phoenix at Ray Road – again, attributable to the construction of the Price Freeway.”

The mayor said he was especially proud of the fact that the celebration came a year earlier than planned, as Chandler became

the first community in the state to take advantage of a federal loan program that helped accelerate construction of the \$86 million project. Chandler committed an additional one million dollars to improve landscaping along the segment to ensure compatibility with surrounding neighborhoods.

The Price represents the southeastern leg of the 60-mile Loop 101, and will eventually hook up with the future Santan Freeway, which will run east-west roughly along the Pecos Road alignment. 



Mayor Jay Tibshraeny helps dedicate Chandler’s first major freeway segment.

9-1-1 Coordinator Retires

The man who almost single-handedly brought 9-1-1 service to the Valley has decided it’s time to hang it all up. Jim Wortham, MAG Regional 9-1-1 System coordinator and administrator for the City of Phoenix Fire Emergency Access Services, has retired. Jim was instrumental in helping to develop the MAG 9-1-1 Oversight Team, beginning with the first 9-1-1 Technical Advisory Committee formed in 1978 that resulted in 9-1-1 service in the Valley. In fact, you might say Jim was the one you could always call on for help.


“Not only was Jim the key technical advisor for the Valley’s 9-1-1 system, but he has lent his expertise to the

rest of the state in establishing their own emergency systems,” said MAG Assistant Director Dennis Smith. “It’s hard for many of us to even remember the time when we didn’t have a coordinated emergency response system in the Valley. But Jim was there at the beginning, drumming up support for the concept as well as solving the technical problems needed to implement the system.”

“Jim has been an outstanding Arizona Public Safety communications leader and innovator for more than 25 years,” said MAG 9-1-1 Oversight Team Chairman Harry Beck. “As 9-1-1 administrator, Jim has been the heart and soul of the MAG 9-1-1 system since

its implementation. His vision and tremendous contributions will be hard to match. People like Jim cannot be replaced,” he said.

For Jim, the decision to retire wasn’t easy. “I had very mixed feelings,” he said. “Being the only one involved for so long, it’s very hard to say ‘it’s time to leave.’ You think ‘gee, I’ve done it for so long and so well.’ It was difficult, but it was the right decision,” he said.

Jim says he’s still adjusting to retirement, but plans to keep busy by spending time with his grandson, talking to his amateur radio pals, and hanging out in the family cabin in the mountains near Show Low. 



Jim Wortham was instrumental in bringing 9-1-1 service to the Valley.

Loop 303 Alignment Recommended


The Maricopa Association of Governments has adopted an alignment along Lone Mountain Road as the preferred option for connecting Loop 303 to Interstate 17.

Over 37 miles in length, the Loop 303 extends around the west side of the Phoenix metropolitan area from just south of Interstate 10 to Interstate 17. The section between Lake Pleasant Road and I-17 is the only section of the loop that has not been formally identified.

Based on previous work by MAG, the Arizona Department of Transportation, and the Maricopa County Department of Transportation, four alignment alternatives were identified for study. The alternatives included Dixileta Drive, Lone Mountain Road, Carefree Highway, and New River Road.

“The Lone Mountain alignment came out as the preferred option for a number

of reasons,” said MAG Transportation Manager Eric Anderson. “This corridor would fall completely within undeveloped desert, which means there would be few disruptions to existing property owners,” he said. “It also provides the best opportunity for a through east-west traffic movement, which was a significant consideration based on what voters approved in 1985 with Proposition 300. It also met the evaluation criteria in terms of serving the mobility needs of the north-west Valley, being compatible with the general plans for the area, and for having no apparent fatal environmental flaws,” he said.


In addition to the Lone Mountain alignment as the preferred option for the Loop 303 connection, members of the MAG Regional Council designated the New River Road alignment for further study in the MAG regional transportation plan. 

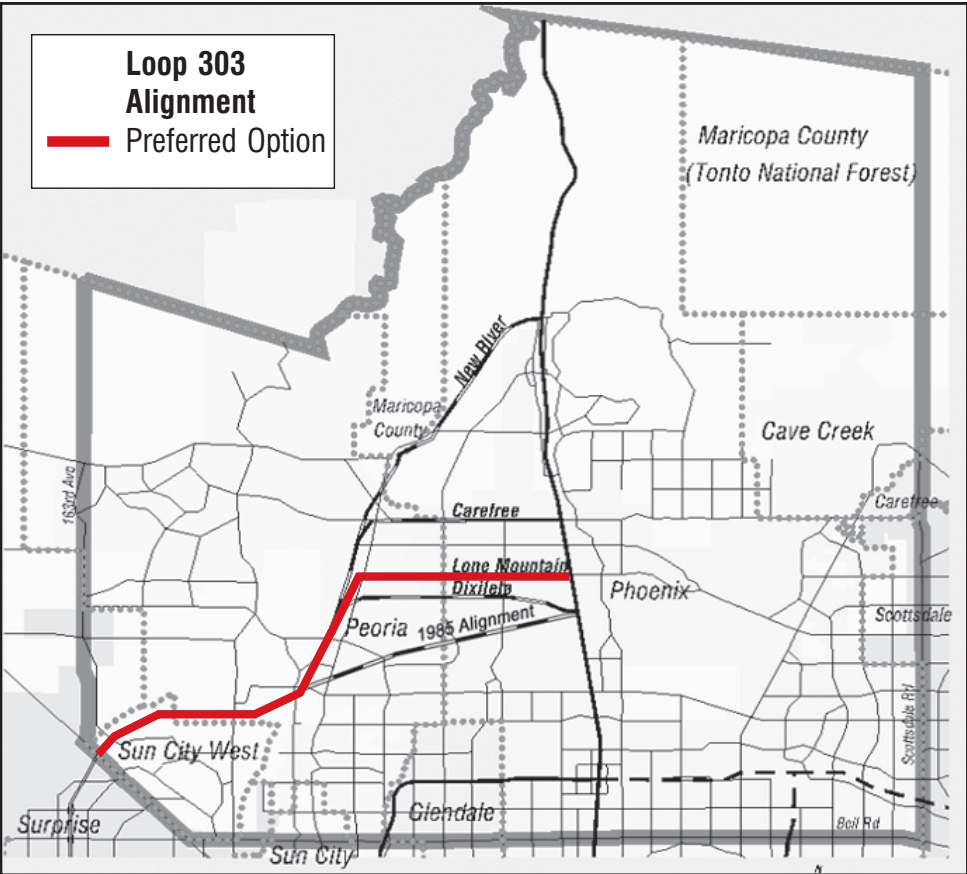
Park-and-Ride Lots: Coming Soon to a Freeway Near You

The Maricopa Association of Governments has completed a study recommending locations for twenty new park-and-ride lots along the Valley’s regional freeway system. The study includes recommendations for funding construction of the first ten lots within the next five years. Individual cities are expected to support essential transit service to the lots, and provide for operations and maintenance.

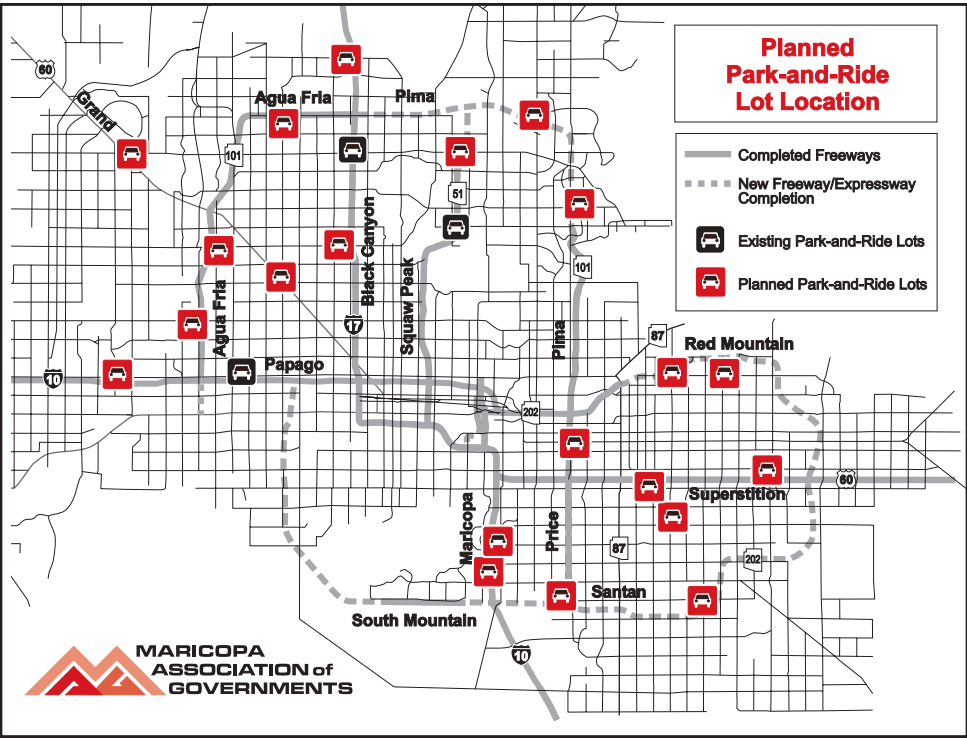
“Park-and-ride lots help promote ridesharing and reduce dependence on single occupant vehicles,” said MAG Senior Engineer Chris Voigt. “The lots provide a convenient place for

motorists to park and join others to carpool, vanpool, or access express bus services. That can lead to a positive impact in reducing traffic congestion and improving air quality,” he said.

Valley residents helped in the siting of the lots by providing input during a combined agency forum and public meeting in December. Before the lots can be constructed, they must undergo a detailed environmental review. Local residents will have additional opportunities to comment on the park-and-ride lot design and specific location during that review process. 



The Lone Mountain alignment was selected as the preferred option for Loop 303 in the northwest Valley.



Twenty park-and-ride sites have been recommended by the consultant study.

MAG Goes to the Mall, Hosts Transportation Fair to Get Public Input

The months of February and March will offer three significant opportunities for Valley residents to tell planners what they think about state and regional transportation plans.

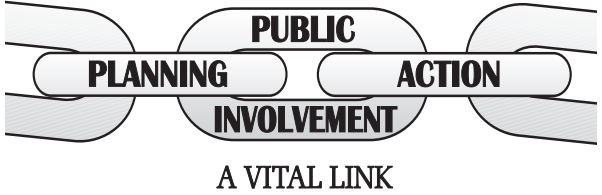
The first opportunity will come during a “MAG at the Mall” event held the weekend of February 10-11 at Metrocenter, 9617 N. Metro Parkway West, Phoenix. MAG will host a booth in the mall that includes a game called “Are You a MAG Mastermind?” in which participants spin a wheel and answer questions about the MAG region to win prizes. MAG will distribute “visual preference” surveys to those who visit the booth. The survey will ask respondents to identify transportation issues most important to their quality of life.

The second opportunity will come at a Transportation Fair on Tuesday, February 20, from 3:30 p.m. to 5:30 p.m. at the Central Station Transit Center, located on the northeast corner of 1st Avenue and Van Buren. Representatives from MAG, the Arizona Department of Transportation (ADOT), and the Regional Public Transportation Authority (RPTA) will be on hand to disseminate information and answer questions about short- and long-range transportation plans.

The third opportunity will be an Open House and Public Hearing


scheduled for March 1, 2001. The Open House will be held from 11:00 a.m. to 12:00 p.m., with the Public Hearing to follow from 12:00 to 1:00 p.m.

TRANSPORTATION



Participants may address any transportation related issues, but the main focus of the meetings will be to gather input on the following plans and documents:

- MAG Draft FY 2002-2006 Transportation Improvement Program
- ADOT Tentative Five-Year Transportation Facilities Construction Program
- MAG Area Freeway Life Cycle Program for the MAG Regional Freeway System, FY 2002-2007
- RPTA Short Range Transit Report, FY 2002-2006
- MAG Draft Long Range Transportation Plan FY 2001 Update

Copies of the above documents can be obtained from the appropriate agencies. Display copies of all of the documents are available for review at the MAG Library, 302 N. 1st Avenue, Suite 300, Phoenix. 



Maricopa Region Receives Record Federal Funding for Homeless Projects

Continuum of Care

Regional Committee on Homelessness

The Maricopa region will receive the highest funding ever awarded in homeless housing and services projects, thanks in large part to a unified regional application process.

On December 23, 2000, President Bill Clinton announced that Maricopa County would receive a record \$18.6 million in Homeless Continuum of Care funding awards from the U.S. Department of Housing and Urban Development (HUD). The awards are the most ever received in the region and surpass the 1999 funding awards of \$15.5 million by more than 20 percent.

HUD funds from the Continuum of Care grant are used in the

Maricopa region for transitional and permanent housing and services for children, families, victims of domestic violence, those with mental health and substance abuse problems, and people with HIV/AIDS.


The successful grant application was submitted by the MAG Continuum of Care Regional Committee on Homelessness, which is chaired by former Chief Justice Frank Gordon.

"The grant award provides an essential foundation to assist homeless people to return to independence," said Justice Gordon. "This funding will go a long way in helping all of the Valley's providers of homeless services do even more of the great work they do. I think the committee can take a measure of credit for working together to put forward the best proposal possible," he said.

The committee is composed of elected officials, representatives from state and local governments, agency service providers, consumers, funders, the religious sector and the business community. The effort is sponsored by the Maricopa Association of Governments.


The grant application process is already beginning for the 2001 HUD competition. The Continuum

of Care Regional Committee on Homelessness has established working committees to develop materials for an integrated system of services to assist homeless people in the Valley.

Surveys of homeless people and focus groups will be held to help develop effective strategies. For more information about the MAG homeless planning process, please contact Carol Kratz at (602) 254-6300. 



2001 Desert Peaks Awards Nominations

Nominations are currently being accepted for the 2001 MAG Desert Peaks Awards. The awards honor individuals, projects and partnerships that have demonstrated a commitment to regionalism through cooperative efforts. Deadline for entries is March 23, 2001. For more information about the awards, or to receive a nomination form, please call (602) 254-6300 and ask for Desert Peaks Information. 

MAG Moment



Santa made a surprise visit during the staff retreat in December. Qing Xia received her gift from Santa for being nice last year.

MAG Initiative Focuses on Mobility Options for Seniors

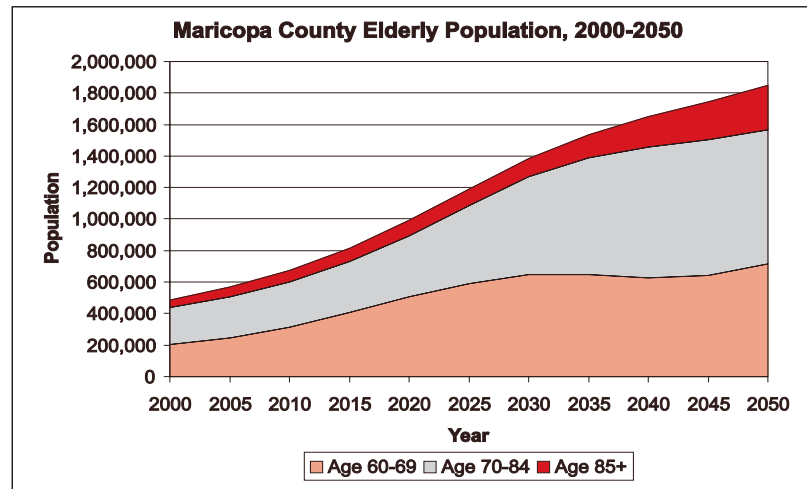


Just before Christmas, a small stroke left 79-year old Annetta temporarily disabled. For over a month, the senior was unable to drive, relying on friends or family to take her where she needed to go.

"There's nothing worse than not being able to drive, no matter how nice people are," says Annetta, who asked that her last name not be used. "If you want to just stop and run into this spot or that spot, you don't have the nerve to ask. The fact that you just don't have the freedom to do what you want to do – it's a scary thing."

In the next ten to twenty years, many seniors may find themselves facing similar challenges. As baby boomers reach retirement age, the nation will experience a dramatic increase in the number of senior Americans. The effects this coming "Age Wave" might have on the Valley's transportation system was the focus of a recent Stakeholder Dialogue, *Aging and Mobility: Implications for the Maricopa Region*. The dialogue was the first step in a regional focus on elderly mobility planning spearheaded by the MAG Elderly Mobility Stakeholder Working Group.

"Our key objective will be to develop a Regional Action Plan on Elderly Mobility," said Working Group Leader Claudia Walters. "We hope to utilize input from both seniors and middle-aged residents to identify current and future transportation needs,



The Age Wave
By 2025 at least 20% of the population in Arizona will be age 60 years or older.

and to develop solutions to be included in the plan," she said.

The group's vision statement reads: "By 2025, the mobility options for seniors in Maricopa County will be safe, reliable, accessible, affordable, well-understood and efficient; allowing for unlimited participation in life, work, social and health services, and recreational activities."

"As you can see by our vision statement, we've got our work cut out for us," said Walters. "But by beginning to plan now, we believe we can take the steps needed to make the vision a reality."

The working group is a 30-member body comprised of representatives from transportation and social services agencies, retirement communities, elderly advocacy groups, and city, county and state governments. Over the next few months, four ad hoc groups will address key issues related to promoting safer and improved mobility options for the

Valley's senior population. The ad hoc groups will focus on older driver competency; alternative transportation modes; infrastructure and land use; and education and training.

For seniors like Annetta, solutions can't come soon enough. Although driving again after rehabilitation, Annetta knows that the day will come when she'll have to quit driving for good.

"I know my years are numbered," she says. "I see a lot of people and I say they shouldn't be driving any more, so I hope I have enough sense (to quit driving) when that time hits." Annetta says she hopes her transportation options then will extend beyond family and friends.

Because the Age Wave is a national phenomenon, MAG is encouraging other Metropolitan Planning Organizations across the country to join in the dialogue. A National Conference on Aging and Mobility is being planned in the Valley in 2002. 

MAG'S Longest-Tenured Employee Going Strong at Age 80

From nuclear weapons instructor to military pilot to world traveler to husband and father – MAG Decision Support Analyst Clyde Hahn has certainly led a diverse and interesting life.



Clyde Hahn
Decision Support
Analyst

Clyde is MAG's longest-tenured employee, having begun working for MAG almost since its inception. Clyde started his career in transportation in 1970, when he began working for the Valley Area Traffic and Transportation Study (VATTS) – then a separate section of the newly-created MAG. Clyde knows firsthand how much technology has changed.

"I started out 30 years ago with just a slide rule and a calculator," said Clyde. "In those days, computer modeling consisted of key punch cards that were sent to the Arizona Department of Transportation for processing on

a giant mainframe computer." Clyde has worked with three different modeling packages during his three decades at MAG, and today works on EMME/2, one of the world's most sophisticated computer modeling programs.

"We didn't have any formal training when we started with EMME/2," said Clyde. "We pretty much had to teach ourselves."

Perseverance is nothing new to Clyde. He was born in Twin Falls, Idaho in 1921. In 1941, he joined the Air Force (then called the Army Air Corps) as a Private.

During WWII, he flew cargo and wounded soldiers from India to China. He refers to the flight over the Himalayan mountain range as "flying the hump." Clyde said flying the hump was particularly dangerous because of the rough and unpredictable weather. He learned to fly 31 different planes while in the Air Force, but his two favorite planes to fly were the P-38 and P-51.

While a military pilot, Clyde got to see the world in a unique way. He's been to 49 states, China, India, Newfoundland and several parts of Canada. When Clyde was not flying around the world, he was an instructor in nuclear weapons for the Air Force.

When asked what he felt his greatest accomplishment has been, Clyde said, "Going into the

Air Force as a Private and leaving as a Major."

After retiring from the military in 1963, Clyde moved to Arizona and spent five years working with the General Electric Corporation. At GE he built computer mainframes and then worked two years as a Methods and Time Standards Analyst in King of Prussia, Pennsylvania, where GE assembled nuclear warheads.

After returning to Arizona in 1970, Clyde worked for the State of Arizona Health Lab before making his way to VATTS. Following VATTS, Clyde began working for the MAG Transportation Planning Office.

Clyde clearly enjoys his work, and doesn't hesitate to say so. Ask Clyde what keeps him working at MAG, and he'll reply, "I like it! What would I do if I retired?"

Don't tell Clyde – but probably a lot. When Clyde isn't running transportation models, he enjoys camping, hunting and tracing his German family history. Genealogy is his favorite pastime. He has traced his family tree back 15 generations.

Clyde was married for 40 years before he became a widower. He was lucky enough to find love a second time with his current wife of 17 years, Eva, who is a huge contributor in his genealogy work. Clyde and Eva currently live

Continued on page 11

Going Strong at 80


(continued from page 10)



Clyde with Eva, his wife of 17 years.

in Gilbert. Clyde has two children, Richard and Ann, from his first marriage, five grandchildren, and 17 great-grandchildren. Eva has six children by her first marriage, 20 grandchildren and six great-grandchildren.

January 17, 2001 marked a milestone for Clyde as he turned 80.

"It's truly inspiring to think about the amazing life Clyde has led, then see him come to work every day after all these years with such a great attitude," said MAG Executive Director James M. Bourey. "He arrives bright and early every morning, always carrying his silver lunch box, then sits down to put in a full day's work. He's always happy, and is a role model for the entire staff," he said. "We are fortunate and proud to have Clyde as part of MAG's history – and future." 



Clyde received special recognition and a lunch in his honor on his 80th birthday.

Associates to Provide Outreach to Minority Communities

The Maricopa Association of Governments has hired two associates to serve as advocates for and liaisons to minority communities. The associates will help MAG develop outreach methods to more actively engage minority communities in the transportation decision-making process.


MAG Communications Manager Kelly Taft said the creation of the associate positions represents a renewed emphasis by MAG to reach out to communities who have traditionally been under-represented in the planning dialogue.

"MAG recognizes that traditional public involvement techniques don't work for everyone – especially when it comes to crossing cultural boundaries and getting minority input," said Taft. "But minority communities often have high stakes in transportation decisions. Getting broader participation will enable us to make fully-informed transportation decisions that meet the needs of all people, and help us design facilities that fit harmoniously into communities," she said.

Carlos Jurado, Sr. will serve as the Hispanic Community Associate. Jurado is a former News Director for KTVW-TV33, a Spanish language television station. Prior to his work at Channel 33, Jurado served as an assignment editor, reporter, sports anchor and public affairs host for KPHO-TV5,

a CBS affiliate. His extensive media experience includes work on a number of public television and radio programs, primarily in Spanish language formats. Jurado has been active in Hispanic community organizations, in which he has helped organize and publicize numerous public events. Jurado has also worked as a customer service representative and Spanish language translator for several private corporations.

Renea Nichols will serve as the African American community Associate. Nichols is a lecturer at the Walter Cronkite School of Journalism at Arizona State University, where she earned a doctorate degree in Sociology and a master's degree in Mass Communications. Nichols is a freelance writer and is the published author of several books dealing with biracial issues. She has worked as a public information officer with the City of Phoenix, and has served as a board member for Valley Leadership and on the board of the International Association of Business Communicators, where she served as the Vice President of Education. Nichols is also a member of the Public Relations Society of America.

MAG plans to hire two additional Associates in the near future, one to represent the Native American community and another to serve as a liaison to people with disabilities. 



Carlos Jurado, Sr.
Hispanic
Community
Associate



Renea Nichols
African American
Community
Associate

EVENTS

Calendar

MEETING

Times

SPRING

2001

February	March	April
1st 1:30 PM, Air Quality Technical Advisory Committee 6th 9:00 AM, Ad Hoc Planning Directors 7th 10:00 AM, Intelligent Transportation Systems Committee 7th 1:00 PM, National Transit Institute Workshop 7th 1:30 PM, Specifications and Details Committee 9th 1:30 PM, Grand Avenue Agency/Community Forums 10th 12:00 PM - 7:00 PM, MAG at the Mall @ Metrocenter Mall 11th 12:00 PM - 6:00 PM, MAG at the Mall @ Metrocenter Mall 13th 9:00 AM, Domestic Violence Council 13th 1:30 PM, Street Committee 14th 12:00 PM, Management Committee 15th 1:30 PM, Population Technical Advisory Committee 20th 1:30 PM, Building Inspectors Forum 20th 3:30 PM, Transportation Fair @ Central Station Transit Center 21st 10:00 AM, Regional Council Transportation Subcommittee 21st 2:00 PM, Building Codes Committee 22nd 10:00 AM, Telecommunications Advisory Group 22nd 1:30 PM, Homeless Continuum of Care Steering Committee 22nd 2:00 PM, 9-1-1 Oversight Team 22nd 5:30 PM, Regional Transportation Plan Kickoff Dinner @ Phoenix Airport Marriott 23rd 8:30 AM, Transportation Forum: <i>Demographic and Social Change @ Arizona Historical Society</i> 27th 10:00 AM, Transportation Review Committee 28th 10:00 AM, Pedestrian Working Group 28th 5:00 PM, Regional Council	1st 11:00 AM, Transportation Open House 1st 12:00 PM, Transportation Public Hearing and ADOT Board Meeting 1st 1:30 PM, Air Quality Technical Advisory Committee 2nd 8:30 AM, Transportation Forum: <i>New Economy @ Arizona Historical Society</i> 7th 10:00 AM, Intelligent Transportation Systems Committee 7th 1:30 PM, Specifications and Details Committee 8th 9:00 AM, Ad Hoc Planning Directors 9th 8:30 AM, Transportation Forum: <i>Environmental and Resource Issues @ Arizona Historical Society</i> 13th 1:30 PM, Street Committee 14th 12:00 PM, Management Committee 15th 1:30 PM, Population Technical Advisory Committee 20th 1:30 PM, Regional Bicycle Task Force 21st 10:00 AM, Regional Council Transportation Subcommittee 21st 2:00 PM, Building Codes Committee 22nd 10:00 AM, Telecommunications Advisory Group 22nd 1:30 PM, Homeless Continuum of Care Steering Committee 23rd 8:30 AM, Transportation Forum: <i>Land Use and Development @ Arizona Historical Society</i> 27th 10:00 AM, Transportation Review Committee 28th 10:00 AM, Pedestrian Working Group 28th 5:00 PM, Regional Council 30th 8:30 AM, Transportation Forum: <i>Transportation and Technology @ Arizona Historical Society</i> 30th 1:30 PM, Grand Avenue Agency/Community Forums	3rd 9:00 AM, Ad Hoc Planning Directors 4th 10:00 AM, Intelligent Transportation Systems Committee 4th 1:30 PM, Specifications and Details Committee 10th 9:00 AM, Ad Hoc Planning Directors 10th 1:30 PM, Street Committee 11th 12:00 PM, Management Committee 12th 1:30 PM, Air Quality Technical Advisory Committee 17th 1:30 PM, Building Inspectors Forum 17th 1:30 PM, Regional Bicycle Task Force 18th 10:00 AM, Regional Council Transportation Subcommittee 18th 2:00 PM, Building Codes Committee 19th 1:30 PM, Population Technical Advisory Committee 24th 10:00 AM, Transportation Review Committee 25th 10:00 AM, Pedestrian Working Group 25th 5:00 PM, Regional Council 26th 10:00 AM, Telecommunications Advisory Group 26th 1:30 PM, Homeless Continuum of Care Steering Committee <div> <p>The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months. Please call (602) 254-6300 for confirmation.</p> <p>All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG offices on the second floor of the Compass Bank Building, 302 N. 1st Avenue. Parking is available under the building. Please ask for parking validation. A bicycle rack is available at the entrance to the parking garage.</p> </div>



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